

LINK AND PIN.

JOINT TRAFFIC ASSOCIATION.

Dissolved By The Board Of Control.

The board of control of the joint traffic association on November 4 decided to dissolve the organization. This step was taken because of a recent decision by the supreme court that the efforts of the association to control railroad rates were illegal. The following are the resolutions adopted:

"Whereas, The joint traffic association was formed January 1, 1896, for the following purposes, as set forth in the agreement, namely: To aid in fulfilling the purposes of the interstate commerce act; to co-operate with each other and adjacent transportation companies to establish and maintain regulations on state and interstate traffic to prevent unjust discriminations and secure the reduction and concentration of agencies and the introduction of economies in the conduct of the freight and passenger service; and

"Whereas, This association has during the existence of nearly three years endeavored by every lawful means to cause its members to adhere strictly to and carry out the provisions of the interstate commerce law; that it has kept the interstate commerce commission informed of its action upon all questions and furnished the commission with all its resolutions, the conclusions of its committees and the schedules and agreements of every kind adopted; but

"Whereas, It has been decided by the supreme court of the United States that the agreement under which the association was formed in some of its terms is in conflict with the statute known as the Sherman anti-trust law; therefore,

"Resolved, That this association be,

ern lines will take any immediate action in the way of abolishing the differential fares now in effect between Chicago and New York. No one line would care to take the responsibility for starting the fight which such action would bring about, and there is every probability that the differential situation will not be changed until the true lines know better the precise condition in which the decision of the supreme court has left their association.

The S. P. Wreck.

An incoming freight on the S. P., pulled by engine 1838 in charge of engineer Montgomery, met with a costly accident nine miles east of here Sunday night. A flag on the fourth car back of the engine broke and scattered fourteen loaded cars all over that portion of the country. Some of the cars were loaded with wine and raisins, and the contents were strewn along the track for quite a distance. The work train was ordered from this point, and engineer Crane made lively time in that direction. It is said that the wreck will not be cleared up before some time this afternoon. This seems to be an unlucky section for the S. P. company. Within the past month there have been three wrecks in the vicinity of Strauss, and, as peculiar as it may seem, while the wrecks were in a manner very destructive, no lives were lost. It is said that this wreck extends for a distance of thirty car lengths.

They Wrecked the Push Car.

Sunday two Mexicans in the employ of the Santa Fe company under "Supervisor" Johns, took the push car and went east along the line after wood. When at a point some distance from

Yardmaster Mudge, of the Santa Fe, who has been on the sick list for the past few days, reported for work yesterday morning.

Geo. P. Lyons, who has been visiting his brother, Bob, in this city for the past several days, returned to his home in San Antonio yesterday.

Mrs. Handibo, wife of the G. H. engineer, returned yesterday from a visit to friends in the east. She was detained one month on account of the yellow fever quarantine.

The Santa Fe firemen have made an application for a ten per cent advance in wages and those who are in a position to know think that the request of the firemen will be complied with in the near future.

The talk of the combined flyer between Chicago and the City of Mexico over the Santa Fe and Mexican Central lines, is fast dying out, and the chances are that it will never be heard of again until the early part of next season.

John Olsen, the old reliable tool-maker at the G. H. shops, is on the sick list. Mr. Olsen is considerably troubled with catarrh and it will be necessary for him to go to the hospital at San Antonio to have an operation performed.

The interlocking plant at the Rio Grande & Santa Fe crossing at El Moro, Colo., has been put in operation under the company's rules governing such plants and trains may now pass over the crossing at the rate of fifteen miles an hour without stopping.

Joe Grant, the G. H. machinist, is off duty today looking after the interests of the democratic party. Mr. Grant will go to San Antonio Wednesday to meet his wife returning from the east, where she has been visiting for the past several months.

Engineer J. R. McLaughlin has resigned his position with the T. & P. and has accepted one with the Pecos Valley & Northeastern. He has charge of engine No. 3, pulling the regular passenger train between Pecos and Roswell.

In order to make up the time lost in the front part of the trip the limited went out of Albuquerque with two engines attached, No. 119 in charge of Cramer and Scotti, and No. 120 presided over by Jones and Finlay.—Albuquerque Democrat.

The hunting party consisting of Engineer Stead, Hostler W. G. Henry and Firemen Black and Robinson returned from Lasca yesterday with all kinds of game. They do not exactly agree as to the number of quail slaughtered by the party, but they all agreed to having returned with some. They report plenty of game in the vicinity of Lasca.

The thirty new engines that have been ordered by the Santa Fe system will be delivered at the rate of two or three a month commencing with December. It is stated that the new equipment will be necessary when the Santa Fe has secured direct entrance to San Francisco, and has started upon a proposed campaign against the Southern Pacific California monopoly.—Democrat.

Two train crews from San Marcial went to work today on the small engines brought some time ago from San Marcial, and which now run between Lamy and Albuquerque. Johnson and Clark took out one engine and Rempe and Jones provide over the fortunes of the other. All of the men are well known in this city which will now be their home, as first class fellows.—Albuquerque Democrat.

Ed Allen, late of Osceola, on the Lake Valley branch of the Santa Fe, has accepted the position as track boss at the smelter, in place of Ed Connors, resigned. Mr. Allen will have charge of the Santa Fe track from the smelter eight miles west. It is his intention to bring his family here from Osceola in a short time. He is well pleased with the change as Osceola is a lonely place and it is seldom that a human being is seen in that vicinity excepting those who pass through on the trains.

The rush of work on the New Mexico divisions of the Santa Fe and on the whole of the Santa Fe Pacific is said to be unexampled. A larger number of men are employed in the different departments than at any time in the road's history. If the public would stop to consider the fact that by far the larger proportion of the earnings of a great corporation like this finds its way into the pockets of wage earners and thence into the regular channels of trade, the politician who spends his money in the pockets of the Santa Fe is all right and is adding its share to the country's general stock of prosperity.—Las Vegas Optic.

The volume of freight and passenger business is greater than ever before at this season and a larger number of men are employed in the different departments than at any time in the road's history. If the public would stop to consider the fact that by far the larger proportion of the earnings of a great corporation like this finds its way into the pockets of wage earners and thence into the regular channels of trade, the politician who spends his money in the pockets of the Santa Fe is all right and is adding its share to the country's general stock of prosperity.—Las Vegas Optic.

The French railways have made a reduction in passenger fares of 9 per cent for first, 12 per cent for second and 22 per cent for third-class passengers, and in freight rates of from 36 to 44 per cent. This is brought about by a reduction in the government tax on earnings from 234 to 134 per cent, which will mean a loss to the government of some \$20,000,000 a year. Even with these reductions the average of rates is considerably higher than on American railways, while with us the individual owners of roads stand the losses—not the government.—Exchange.

A married person is one who has lost a tooth. See Dr. Alvis the New Dentist and have him save them. Of fee No. 7 and 8 Morehouse block.

Hood's Pills
Are gaining favor rapidly. Business men and travelers carry them in vest pockets, ladies carry them in purses, housekeepers keep them in medicine closets, friends recommend them to friends. 25c.

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On Texas, Franklin, Missouri, Wyoming, and Montana Streets

IN THE FRANKLIN HEIGHTS ADDITION

From \$100 to \$200 per Lot. EASY TERMS.

While I am selling many of these lots every week, there is yet plenty of room for the exercise of choice location. You will do well to buy now while prices are low. The Franklin Heights Addition is located in the best part of the residence portion of the city, beautifully laid out with trees and macadamized streets.

Apply to **A. P. COLES, Agent.**

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CONNECTED BY 25 MILES OF MOUNTAIN RAILWAY.

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Grand Scenery, Superb Warm Dry Winter Climate

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Fertile Fruit Lands, and Abundant Commercial Resources.

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COMBINED WITH THE MOUNTAINS

IT IS THE

NATURAL SANITARIUM OF THE UNITED STATES.

Free Homesteads in Mountains of Fertile Lands

and abundant rainfall, and Manufacturing

Fruit Growing and Business Opportunities

AT THIS THRIVING LITTLE CITY

ALAMOGORDO.

ON THE LINE OF THE EL PASO & NORTHEASTERN RY.

R. G., M. & P. Ry.

Sierra Madre Line

—TO—

GUAYNOPA

and the

Yaqui Gold Fields.

Mallory - Line - Steamers

—IN CONNECTION WITH—

Texas & Pacific Railway.

Shippers are notified that

the steamers of the Mallory

Line are now running on regular

schedule between New

York and Galveston and that

freight may be routed via

Mallory Line, I. & G. N., and

Texas and Pacific, and will

be put through promptly to

destination.

B. F. DARBYSHIRE,

S. W. F. A., T. & P. Ry.

THE

NEW MEXICO RAILWAY & COAL CO.

—CONSTRUCTING THE—

El Paso & Northeastern R. R.

AND

El Paso & Northeastern Ry.

To accommodate the public, will carry

freight and passengers on its construction

trains, to and from the end of

its track (86 miles).

Commencing September 22nd trains

will leave El Paso at 10:15 a. m., and

returning, will arrive at El Paso at 7

p. m. daily except Sunday.

Connection can be made at Alamogordo

with conveyances for Las Luz,

Tularosa and the White Oaks country.

A. S. GREIG,

General Superintendent.

NOTICE TO SHIPPERS.

We are pleased to advise

patrons the quarantine at

New Orleans has been raised

so far as Southern Pacific

Sunset all rail and Gulf

freight is concerned. All

shipments are now moving

through that gateway without

delay.

T. E. HUNT, Com'l Agt. S. P. Co.

To Cure a Cold in One Day.

Take Laxative Bromo Quinine Tablets.

All druggists refund money if it fails to cure, 25c. The genuine has

L. B. Q. on each tablet.

An effort is being made to induce the

E. P. & N. E. to run an excursion to

Alamogordo Thanksgivingday. There

will be a ball game up there on that

day between the El Paso ball teams,

and a very interesting contest is expected.

EAST... AND ...NORTH
—BY THE—

"PACIFIC - COAST - LIMITED."

This Famed Train will, beginning November 1, leave El Paso every Wednesday and Saturday, via



Vestibuled train, complete in all details, to Chicago via Dallas and St. Louis without change. Finest and fastest train from Texas to the East.

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B. F. DARBYSHIRE, S. W. F. A., El Paso, A. W. MONTAGUE, Depot Ticket Agt., El Paso

E. P. TURNER, G. P. A., Dallas.

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DOUBLE DAILY TRAIN SERVICE WITH BUFFET SLEEPERS

New Orleans and Galveston
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Only Standard Gauge Line Running Through Sleepers to City of Mexico.

—Night and Morning Connections at New Orleans with Lines to—
NEW YORK, PHILADELPHIA, WASHINGTON, ATLANTA, CINCINNATI, ST. LOUIS, MEMPHIS AND CHICAGO.

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The Most Direct Line to

Kansas City, St. Louis, Chicago, Denver, St. Paul, Omaha, Boston, New York and Philadelphia.

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Through Trains. Smooth Track. Fast Time.

Elegant Pullman Palace Sleepers on all through trains. Daily Tourist Sleeping cars to Denver, Kansas City and Chicago. Tourist Sleeping cars semi-weekly to St. Paul and Minneapolis and once each week to St. Louis & Boston.

All trains not having dining cars stop for meals at the famous Santa Fe Route Harvey Houses.

Full information cheerfully furnished upon application to

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THE MAP OF MEXICO will tell you that all important points in Mexico are reached by or via

Mexican Central Ry.

By this route you travel COMMODIOUSLY, QUICKLY, CHEAPLY AND SAFELY. Pullman Palace Sleepers are run between El Paso, Mexico, Guadalajara and Tampico.

For rates and other information, apply to

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THE STAR LIVERY, FEED AND SALE STABLES.

Corner West Overland and Santa Fe Streets.

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305 S. El Paso Street,

The Leading Undertakers,

Phones 197 and 92.

CALLS ANSWERED DAY OR NIGHT

J. E. NAGLEY, Manager.

—THE ONLY MORGUE IN THE CITY.



S. C. CASTILLO.

The republican nominee for district clerk, who by a few days' active campaigning scared the democrats into creating and spending a large corruption fund. Mr. Castillo has held in the past several positions of trust in New Mexico, among which was the office of superintendent of schools of Socorro county. He is well educated and a fluent speaker in both Spanish and English. If the republicans of El Paso county had a few more campaigners like Mr. Castillo they could elect their candidates every election.

and it is hereby, dissolved, and that said agreement be, and it is, canceled and annulled.

"Resolved, That each system represented in the association designate one person, and together shall constitute the committee whose duty it shall be to settle and adjust the accounts and obligations incurred in connection with the association, and that all books, papers, documents and property of the association be delivered to said committee by the commissioner and managers, and that said committee proceed as expeditiously as may be to close up the affairs of the association."

Pursuant to the last resolution, the following committee was appointed: H. J. Hayden, representing the New York Central and affiliated lines; C. S. Gray, the Pennsylvania; George F. Randolph, the Baltimore and Ohio; G. Cochran, the Erie; John Burton, the Grand Trunk; H. C. Hicks, the Delaware, Lackawanna and Western; Gen. Orland Smith, the Lehigh Valley; M. Knight, the Wabash, and George Olds, the Canadian Pacific.

There seems to be a growing opinion among responsible railway officials, says the Globe Democrat, that the joint traffic decision will not be followed by the general demoralization of freight and passenger rates which had been freely predicted. On the other hand, it now seems likely that the direct contrary will result, and that the managers of the railways will adopt an unusually conservative policy in maintaining rates for some time at least. Some such conditions followed the decision in the transmission case, and it was said that rates were never better maintained than for the few weeks immediately following the decision of the supreme court in that case.

In the absence of the controlling power of any association no road is anxious to start rate-cutting. "It is easy enough to cut rates," said a prominent passenger official yesterday, "but another thing altogether to restore them, even with the elaborate association machinery for keeping the roads in line. Without such organizations it would be well-nigh impossible to restore rates after they have been badly demoralized."

Under these conditions it is not thought likely that the standard east-

here they left the car standing on the track and went after wood. While they were thus engaged a special train came along and demolished the car. Upon hearing of the occurrence Johns figured up the cost of the damage and deducted it from the wages of the thoughtless Mexicans. In conversation yesterday Johns said that they were altogether too reckless anyway and that his action in the matter would be a gentle reminder for them in the future. A more careful and thoughtful man never lived than Mr. Johns and anyone who works under him must come up to his standard of reliability.

They're After Him.

Word was received from Albuquerque yesterday that a spotter was headed this way for the purpose of doing some dirty work. The news spread rapidly but the old-time excitement was not attached to the rumor. The boys would just as lief allow the railroad companies leading into this point to have spotters here all the time. A quality conscience need no accuser and the chances are that the spotter's conscience is the most painful thing about him. This spotter has been in Albuquerque for the past several days but has accomplished nothing and it is safe to say that he will do no harm here.

Useful Acquisitions.

There arrived over the Santa Fe yesterday for Mr. Booth's department two hydraulic jacks, each having a pressure of 150,000 pounds. The jacks are built on trucks and can be moved about easily at the pleasure of the workmen. Mr. Booth is more than proud of the new arrivals and their advantages. He says that they will greatly facilitate matters in his department.

Sparks From the Engine.

Clarence McKie, for some time clerk in the Sierra Madre offices in Juarez, is now clerk in the G. H. yard office.

The Santa Fe company has attached tank cars and is hauling water for the use of engines between La Junta and Trinidad.

The T. P. flyer pulled in on time yesterday afternoon at 4:30, city time, and pulled out for the west at a lively rate fifteen minutes later.